

City of Fresno - Airports

Updated July 2005

The Fresno Yosemite International Airport (Airport) is owned and operated by the City of Fresno. The Airport is located approximately six air miles northeast of the downtown area of the city of Fresno. The primary air trade area consists of the Fresno-Clovis Metropolitan Area with a population base of .5 million. The Airport also serves the six-county region comprising the Central San Joaquin Valley. The Fresno-Clovis Metropolitan Area is the largest urban area and the principal business center in the Central San Joaquin Valley Region. Fresno Yosemite International Airport is the only major air carrier airport in the Central Valley.

The airport facilities consist of the runway/taxiway complex, including safety and approach protection areas; the airline terminal complex, including the terminal, baggage claim, and concourse, aircraft boarding aprons, access and service roadway systems, parking areas and ancillary facilities; airport support facilities, including a control tower, maintenance building, airport safety and security station, and administration building; general aviation areas, including hangar buildings, maintenance shops and service facilities for general aviation aircraft; government facilities for military aviation activities; as well as properties for commercial, industrial and recreational uses permitted on an interim basis only for buffering purposes until required for airport expansion. FYI is located on 2,300 acres with a 97,000 sq. ft. passenger terminal. The Airport has a 24-hour Federal Aviation Administration (FAA) airport traffic control tower and terminal approach control facility.

The Airport has two runways. The primary runway, 29R-11L, is 9,222 feet in length and 150 feet in width with 1,000 and 850 foot stopway areas respectively. This runway, together with its associated taxiways, can accommodate any type of aircraft in service today and has been designed in accordance with FAA criteria for future generations of aircraft. Should the need arise, this runway can be extended to 10,000 feet on property within the present boundaries of the Airport. Runway 29R- 11L is equipped with an instrument landing system, high-intensity strobe approach light lane, high-intensity runway edge, centerline, and touchdown zone lights, runway end identification lights, and visual approach slope indicators. The Category IIIB landing system, one of the most sophisticated in the nation, was commissioned January 28, 2001. This system allows qualified pilots operating appropriately equipped aircraft a lower decision height for landing, a major advantage in dealing with the Valley's seasonal tule fog.

There is a parallel runway, 29L-11R, 7,206 feet in length and 100 feet in width, for use by smaller, lower-performance aircraft and commuter aircraft. This runway is also lighted, has runway end identification lights and non-precision instrument approach capability.

The passenger terminal facilities consist primarily of terminal, baggage claim, and concourse buildings together with associated aircraft boarding aprons, access and service roadway systems and parking areas. The terminal building, completed in 1962 and remodeled in 1993, covers approximately 45,000 sq. ft. It contains airline ticket counters, baggage handling areas, administrative offices, restaurant, cocktail lounge, gift shop, barbershop, video arcade, travel agency, and other passenger services. The concourse building, completed in 1962 and remodeled in 1978 and in 1997, also contains approximately 45,000 sq. ft. The primary concourse facilities include passenger boarding lounges, security areas, airline offices, a snack bar, cocktail lounge, espresso bar, and gift shop. The terminal complex also includes a separate building for air cargo and related activities. The enclosed baggage claim facility was completed in 1988 and comprises an area of 7,629 sq.ft and includes car rental counters and two baggage carousels.

A major upgrade of the concourse facilities began in August 2000 with demolition of the last portion of the old concourse. The entryway was moved to the corner of McKinley and Peach to align with the planned freeway 180 extension. The new entry opened April 25, 2001. The realignment doubled available parking to 2,200 spaces and allowed Airports to resurface the old lot, adding three additional access lanes in front of the terminal, and countless other upgrades to land-side facilities. The new two-level concourse, opened late fall 2002, included four passenger loading bridges, expanded food court, business center and a children's play area. The expansion costs of approximately \$55 million for both airside/landside and concourse were funded through a combination of retained earnings, Passenger Facility Charges (PFC), and FAA Airport Improvement Program grants for eligible portions of the work.

Building on our goal of excellent customer service, wireless Internet (Wi-Fi) access was introduced in December 2004, allowing cable-free laptop access for guests throughout the Airport. Also installed in December were the PASSUR™ Flight Information Displays. FYI was the first airport in the nation to have this web-based, wireless system listing active airline arrival and departure information on kiosks and screens located in high traffic areas of baggage claim, the terminal lobby, restaurants and concourse gates.

Fresno is currently served by one major air carrier and four regional air carriers providing jet service to major destinations and connecting hubs, together with two commuter airlines providing service to other significant secondary markets. The certificated carriers currently providing service at Fresno include the following:

American Airlines, whose daily schedule includes two MD-80 jets (three during summer months) to its hub at Dallas/Ft Worth. Connecting service to virtually any point is available from this hub airport, including international destinations.

America West Express, five regional jets daily to Phoenix (a growing connection hub), and two daily jet to Las Vegas.

Horizon Air, two daily regional jets (three during summer months) to Seattle, a major international connection, and one daily jet to Portland.

SkyWest/Delta Connection, four regional jets (five during summer months) daily to Salt Lake City.

SkyWest/United Express, four regional jets daily to Denver, one regional jet daily to San Francisco and two regional jets daily to Los Angeles.

Allegiant Air, one MD-87 jet daily to Las Vegas.

The two commuter airlines currently providing service at Fresno are *American Eagle* and *SkyWest/United Express*. Altogether, these two carriers operate 24 daily departures with 720 seats to direct service points including Las Vegas, Los Angeles, and San Francisco.

The 49 daily departures can accommodate in excess of 2,400 business and leisure passengers (or 4,800+ seats departing and arriving) to a variety of critical hubs throughout the nation.

The following table shows the number of airline passengers using the airport terminal facilities from 1994 through 2004.

TOTAL ARRIVING AND DEPARTING PASSENGERS

Majors	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Enplaned	483,821	445,476	534,442	503,772	468,040	499,194	495,194	467,781	504,431	516,757	556,433
Deplaned	483,823	445,477	520,465	503,773	468,040	496,626	491,817	468,600	503,492	517,460	555,360
Sub Total	<u>918,351</u>	<u>890,953</u>	<u>1,054,907</u>	<u>1,007,545</u>	<u>936,080</u>	<u>996,260</u>	<u>990,011</u>	<u>936,381</u>	<u>1,007,923</u>	<u>1,034,217</u>	<u>1,111,793</u>
Charter	<u>11,716</u>	<u>48,626</u>	<u>52,075</u>	<u>11,317</u>	<u>30,061</u>	<u>40,543</u>	<u>22,075</u>	<u>6,734</u>	<u>6,732</u>	<u>3,946</u>	<u>6,233</u>
Total Pax	<u>979,359</u>	<u>939,579</u>	<u>1,107,002</u>	<u>1,018,862</u>	<u>966,141</u>	<u>1,036,803</u>	<u>1,012,086</u>	<u>943,115</u>	<u>1,014,655</u>	<u>1,038,163</u>	<u>1,118,026</u>

Airport management works closely with established and new carriers to increase service to and from Fresno. The airline industry is striving toward greater efficiency by focusing on longer routes. This has created an opportunity for the regional and new carriers to move into markets such as Fresno and tap the 2 million population base located within the six-county region. Commuters like SkyWest/United Express and American Eagle have been successful in capturing this market.

The Airport is also home to a large number of general aviation activities. At present, there are more than 200 corporate and privately owned aircraft based at the Airport. A large proportion of these are high performance business jets and multi engine aircraft. There are three (3) major Fixed Base Operators: Corporate Aircraft, Central California Aviation, and Mercury Air Center. Together with their subtenants, they offer a wide range of service including aircraft sales, fueling, service, repair, maintenance, aircraft hangar storage, tie down facilities, air taxi and charter, flight instruction, etc. There are also a number of corporate tenants who have their own facilities and one to support helicopter operations. Both the U.S. Forest Service and the California Department of Forestry

operate an Air Attack Base at the Airport for fighting forest fires with aerial tankers. The California Highway Patrol, Fresno County Sheriff, and Fresno Police maintain flight facilities for helicopter and fixed-wing operations.

The Airport is home to three (3) military aviation activities. The largest is the California Air National Guard which maintains its headquarters for the 144th Fighter Wing and five subsidiary air defense command units which operate F-16 aircraft. The California Army National Guard maintains an Aviation Classification Repair Activity Depot (AVCRAD) at the Airport. The mission of this unit is to perform high level maintenance and repair on Army aircraft. Its jurisdiction covers a 15-state region in the Western United States. The U.S. Marine Corps Reserve maintains an air defense activity on the field.

Management Discussion and Analysis

The Fresno Yosemite International Airport is a municipally owned entity operating as a self-supporting enterprise. Revenue collected with respect to the Fresno Yosemite International Airport may only be used for Airport purposes. Occasionally there are fluctuations in revenues collected. These are often attributed to a large sale of equipment, collection of an outstanding debt, or an increase in fees. Over the past fourteen years (FY 1989 through FY 2003), revenue sources have remained constant. Airport costs are purposely kept competitive with other comparably sized airports in the west coast region. FYI makes every effort to keep rates and charges competitively priced; maintaining costs to airlines in the lowest quartile for airports our size.

Airport staff actively works with the air carriers serving its market in an attempt to ensure that the needs of Fresno's citizens and business community are adequately served. A cooperative effort between Airport Administration and the Fresno Chamber of Commerce supports air service development, tasked to aggressively seek expanded service from new and existing carriers. This group has identified, and is attempting to mitigate, what it terms the "leakage" factor (i.e., a certain percentage of passengers in the San Joaquin Valley driving to large markets to take advantage of low-cost carriers or carriers offering non-stop jet service). In response to this factor, a marketing strategy called "*Fly Fresno*" was developed. The Fly Fresno campaign targets not only the citizens and businesses in Fresno, but also travel agents, the Official Airlines Guide, car rental companies and, because of the City's proximity to three National Parks, the National Park Service and the U.S. Department of Agriculture. Staff focus on air service development, and have met with many carriers who could serve Fresno's market by incorporating FYI into their route structure.

Fresno Chandler Executive Airport

The Fresno Chandler Executive Airport ("*Chandler*"), located near downtown Fresno, is also owned and operated by the City of Fresno. Since 1948, when airline operations were transferred to the Fresno Yosemite International Airport (then called Fresno Air Terminal at Hammer Field), Chandler's role has been to serve regional general aviation needs. Chandler is located near downtown Fresno on 140 acres. During the early 1970's, the FAA designated Chandler as a reliever airport to the Fresno Yosemite International Airport as part of the National Airspace System Plan. Chandler is also classified as with a B-1 Airport Reference Code which means it is designed to handle 95% of all general aviation aircraft weighing less than 12,500 pounds.

In recent years, the City has proceeded with several capital improvements at Chandler in order to enhance its role as a reliever general aviation airport. Improvements include, but are not limited to, the relocation of landing thresholds on runways, causing aircraft to overfly residential areas at higher altitudes; storm drainage improvements to enhance flood control; the installation of a precision approach path indicator to enhance landing approach safety; the installation of an automated weather observation system; construction of additional hangars; and runway and taxiway pavement resurfacing. Chandler is also home to a popular home-style restaurant housed in the art deco inspired terminal lobby. Application has been submitted to add the airport buildings to the National Registry of Historic Buildings.